

SRI G. CHANDRAKANTH.—Sir, the Hon. Chief Minister has made the statement, wherein he has not said anything about Jan Sangh and the R. S. S. as responsible for creating the trouble as was pointed out by Sri M. S. Krishnan. I am told that certain Naxalites are creating this trouble. I request the Government to have a watch over these people.

SRI VEERENDRA PATIL.—The Hon Member Sri M. S. Krishnan has made some reference to Jansangh and R. S. S. and the Member representing Jansangh has made certain statement. By the Statement made by the representative of the Jansangh, Sri Krishnan might have been satisfied. I have nothing to add to satisfy him.

SRI M. S. KRISHNAN.—The Government is shirking its responsibility to give out the truth.

(iii) Re : Unemployment due to nationalisation of Bus routes in Kolar District

MR. SPEAKER.—Now the call attention notice given by Sri Nagappa.

SRI M. NAGAPPA (Raichur).—I call the attention of Minister for Transport to the unemployment of workers as a result of nationalisation of Bus Routes in Kolar District.

SRI H. C. BORIAH (Deputy Minister for Transport).—The Kolar pocket of the M. S. R. T. C. was nationalised on 1st January 1969. The services newly introduced by Mysore State Road Transport Corporation displaced only 9 private operators fully and 86 operators partially. The private operators who were operating inter-State services continue to operate their services. The operators whose services were partially affected also continue to operate on the residual portions of their routes. So the employees of these two categories of private operators are not affected. It is only the employees of the private operators whose operations have been fully affected who may have lost their jobs. It is likely that some of those employees might have been provided with alternative employment by their previous employers or they might have secured employment elsewhere. The Corporation is not aware of the exact number of persons who have become unemployed consequent on the nationalisation of services in Kolar. Efforts made by the Corporation to obtain the number of employees likely to be displaced on account of nationalisation have not been successful so far.

The Mysore State Road Transport Corporation had addressed letters to all the private operators who were likely to be affected by nationalisation to indicate the names of the employees who may be displaced

(SRI H. C. BORAIH)

Most of the private operators did not furnish the information called for. However particulars were received from 20 operators of whom 5 operators are fully displaced. The number of employees likely to be displaced as indicated by these 5 operators is 57 only. The 59 operators who have been fully displaced were operating 67 vehicles. Assuming that on an average 5 persons had been employed per bus, the total number of displaced employees would be about 335. But the Corporation do not have correct information on this point as already stated earlier. However, it can be specifically stated that the number would not be in thousands as indicated by the member.

In order to implement the Scheme, the Mysore State Road Transport Corporation had to recruit employees in various categories. So, applications were invited to fill up the posts that had to be urgently filled up. Employment Notices were issued on 25th October 1968 in this behalf. These notices indicated the qualifications and age limit prescribed for the various posts, according to the Cadre and Recruitment Regulations. Candidates who had applied in response to these notices were called for test and also interviewed and the selection authorities have selected suitable candidates.

Candidates who did not possess the qualification or who had passed the age limit as prescribed under the Cadre and Recruitment Regulation were not considered for selection.

Representations were received by Government for relaxing the qualification and age limit as prescribed in respect of displaced employees of private operators as otherwise a large number of them would be unemployed. The matter was considered by Government and accordingly it is proposed to issue directions to the Mysore State Road Transport Corporation for giving some relaxation to recruit the employees of the private operators in Kolar District. As the Mysore State Road Transport Corporation has to be consulted before giving directions (as required under the provisions of the Road Transport Corporations Act, 1950) the matter has been referred to them for their views and the same is before the Corporation Board. After a reply is received from them, Government will take further necessary action in the matter to issue the proposed directions.

ಶ್ರೀ ಎಂ. ನಾಗಪ್ಪ.—ಎಪ್ಪು ಜನ ಬಾನಿ ಬಸ್ಸಿಗಳಲ್ಲಿ ಕೆಲಸ ಮಾಡುತ್ತಿದ್ದಾರೆ ಎನ್ನುವುದರ ಸಂಬಂಧದಲ್ಲಿ ಕೆಲಸಗಾರರ ಅನೋನ್ಯತೆಯೆಂಬನುವರು ಒಂದು ಪಟ್ಟಿಯನ್ನು ಸರ್ಕಾರಕ್ಕೆ ಕೊಟ್ಟಿದ್ದಾರೆ. ಅದನ್ನು ಕಾವು ನಿರಾಕರಿಸಲಕ್ಕೆ ಏನು ಕಾರಣ? ಎರಡನೆಯುದಾಗಿ ನಿಮ್ಮಲ್ಲಿ ಬಾಲ ಇರತಕ್ಕ ಜಾಗಗಳಿಗೆ ದಿನ್ನೇನ್ನೇ ಅದ ಜನಗಳಿಗೆ ಮೊದಲು ಪರ್ವತಸ್ತ್ರೀಕೊಣಿ ಉಳಿದ ನ್ನೆಣಗಳಿಗೆ ಬೇರೆಯವರಿಗೆ ಕೊಡುವ ಯೋಜನೆ ಮಾಡುತ್ತಿರು?

ಶ್ರೀ ಎಂ. ಸಿ. ಬೋರ್ಬಾಯ್ಯ.—ಒಂದು ನೋಡಿಕೆಂಬನ್ನು ಹೊರಡಿಸಿ ಅರ್ಥಗಳನ್ನು ಕರೆಯಿರಾಯಿತು. ಆ ಪ್ರಕಾರವಾಗಿ ಸರಿಯಾದ ಅರ್ಥ ಹಾಕಿರುವಂಥವರಿಗೆ ಅದ್ಯತೆಯನ್ನು ಕೊಡುತ್ತೀರು. ಅವರ ಏದೂರ್ಜತೆ ಸರಿಯಾಗಿದ್ದರಿಂದ ಇತರ ಕೆಲವು ಅರ್ಥಗಳಿಗೆ ಬಗ್ಗೆ ರಿಂತ್ಯಾಕ್ಸ್ ಮಾಡುವ ವಿಷಯ ಸರ್ಕಾರದ ಮುಂದೆ ಇದೆ. ಇನ್ನು ಲಂಬ್ಯಾ ಕಳಿಸಿಕೊಟ್ಟಿರುವ ವಿಷಯ. ಅದನ್ನು ನಂಬುತ್ತಿರುವುದರು

ಕಳ್ಳನುವಡಕ್ಕುಂತ ಅಪರೈಟರುಗಳು ಅಂಥ ಪಟ್ಟಿಯನ್ನು ಕಳ್ಳಿಸಿಕೊಳ್ಳಿಟರ್ ಅನ್ವರ್ಕುಲವಾಗುತ್ತದೆ. ಅಂಥ ಪಟ್ಟಿಯನ್ನು ಅಪರೈಟರುಗಳು ಇಲ್ಲಿಯವರೂ ಕಳ್ಳಿಸಿಲ್ಲ. ಕೆಲಸಗಾರರ ಸಂಘದವರು ಒಂದು ಪಟ್ಟಿಯನ್ನು ಕೆಳಿಸಿಕೊಳ್ಳಿದ್ದಾರೆ. ಅದನ್ನು ಬಂಡಿತವಾಗಿ ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು ಎಷ್ಟು ಮತ್ತಿಗೆ ಕೆಲಸ ಕೊಡುವಡಕ್ಕೆ ನಾಧ್ಯ ಎನ್ನ ಪುದನ್ನು ಪರಿಶೀಲನೆತ್ತೇವೆ.

ಶ್ರೀಮತಿ ಕೆ. ಲೀರಾವತಿ ರೈ (ಬಂಡಿಕಾಳ್).—ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಉತ್ತರ ಕೊಡುತ್ತೇ ಕೆಲವು ರಿಯಾಯಿತಿಗಳನ್ನು ಕಂಡುಕ್ಕೊಂಡಿರುತ್ತಾಗೆಗೆ ಮತ್ತು ಡೆಪ್ರಿವರಿಗಳಿಗೆ ಕೊಡಲರುವವರು ಎಂದು ಅಳವಿದರು. ಏನು ಏಧ್ಯಾರ್ಥಕತೆ ನಿಗದಿ ಮಾಡಿದ್ದಾರೆ ಅದನ್ನೂ ಚೇಂದ್ರ ಮಾಡಬೇಕು ಎಂದು ಮಾನ್ಯ ಮಂತ್ರಿಗಳಿಗೆ ಒಂದು ಮನವಿಯನ್ನು ಕೊಟ್ಟಿದ್ದಾರೆ. ಅದನ್ನು ಸರ್ಕಾರ ಪರಿಶೀಲನ್ ಅಡಕ್ಕೆ ಮನಾರ್ಥದ್ವಾರಾ ಹಾದಿ ಕಂಡು ಹಿಡಿದು ದಿನ್ನೇ ಇಂದ್ರ ಅದವರನ್ನು ಲು ತಿಗೆದು ಕೊಳ್ಳುವವರಿದ್ದಾರೆಯೇ !

ಶ್ರೀ ಎಂ. ಸಿ. ಬೋರ್ಡು.—ಮಾನ್ಯ ಸದಸ್ಯರು ವ್ಯಕ್ತಪಡಿಸಿರತಕ್ಕ ಅಭಿಪೂರ್ಯಗಳನ್ನು ಗಮನದಲ್ಲಿಪ್ಪು ಕೊಂಡು ಅದನ್ನು ಪರಿಶೀಲಿಸಿ ಸಾಧ್ಯವಾದರೆ ಅವರ ಅವೇಕ್ಷಣೆಯನ್ನು ತಡೆಗೊಂಡುವಾದಕ್ಕ ಪ್ರಯತ್ನ ಮಾಡುತ್ತೇವೆ. ಆಗಲೇ ಅದರ ಬಗ್ಗೆ ಯಾವ ತೀವ್ರಾನವನ್ನು ಹೇಳುವಾದಕ್ಕಾಗಿ ಪ್ರಾಣದಿಕ್ಷೆ.

ଶ୍ରୀ ଏହି ପେଂକଟିଗିରିଯିପ୍ରେ (କୋଇଲାର).—ମେହିଶୁରୁ ରତ୍ନେ ନାରୀଙ୍କି ନାମଟିକୁ ଆଦିକାରୀ ଗଭୁ ନାକେରନ୍ତି ତେବେଦୁକେଳୁଛୁଷୁଦରପ୍ଲି ଅକ୍ଷମ୍ବୁ ଅପରାଧ ଘାଗଦାରୀ. ଜବାନର କେଳନ୍ତେ, ବାହ୍ୟମନ୍ତ୍ର କେଳନ୍ତେ, ଇଂଦ୍ର ନାନ୍ଦୀ ନାନ୍ଦୀ କେଳନ୍ତଗାଳିଗେ କାହାଦ ଗୁପ୍ତଗ୍ରେ, ଚିତ୍ରଦୁଗ୍ରେ ଜର୍ଣ୍ଣିଗରପ ରାନ୍ତି ତେବେଦୁ କୋଇଲାର ଜିର୍ଣ୍ଣୀଯ ପରିଗେ ଯାଏଗଲା ଅବକାଶ କୋଟିପ୍ଲି. ଜନ୍ମେ ମୁହିଁଦାଦରଗୁ ନେଇକ୍ଷନ୍ତି ପାଦୁଚାଗ ନାନ୍ଦୀ ନାନ୍ଦୀ କେଳନ୍ତଗାଲିରଲ, ଦୋଦ୍ରେ କେଳନ୍ତଗାଲିରଲ, କୋଇଲାର ଜିର୍ଣ୍ଣୀଯ ପରାନ୍ତି ତେବେଦୁକେଳୁଛୁବେଳିନ୍ଦା, ଅଧିରୀ ଅଧିତ କୋଦବେଳିନ୍ଦା ଅଦେଶପାନ୍ତି ନକାର କୋଦୁତ ଦେଇଁ ?

ಶ್ರೀ ಎಚ್. ನಿ. ಬೆಂಗಳೂರುಯ್ಯ.—ಮಾನ್ಯ ಸದಸ್ಯರು ಹೇಳುವಂತೆ ಭಿನ್ನ ಭೇದಗಳನ್ನು ಮಾಡಬೇಕೆಂಬುದು ಎಂ.ಎನ್.ಆರ್.ಟಿ.ಎಂ. ಅವರ ಅಭಿಪ್ರಾಯವಾಗಿಲ್ಲ. ಹೆಚ್ಚಿನರೂ ಸಂಸಾರಕ್ಕೆ ಸೆರಿರುವ ಪ್ರಜ್ಞಾನ ಯಾವುದೇ ಮೂಲಕ್ಕೆಯ ಲ್ಲರಲ ಅವರಿಗೆ ಅವಿ ಕೇಷನ್ ಹಾಕುವದಕ್ಕೆ ಅದಿಕಾರ ಏರುತ್ತದೆ; ಹಾಕುತ್ತಾರೆ. ಒಂದೇ ಜಿಲ್ಲೆಯವರಿಗೆ ಕೊಡಬೇಕೆಂದು ಹೇಳಿದರೆ ಅದು ದಿನ್ಯಾಪುನ್ನೇ ಘಣ್ಣಾಗುತ್ತದೆ. ರಾಜ್ಯಾಂಗಕ್ಕೆ ವೀರೋದವಾಗಿ ನಡೆದಂತಾಗಿಹುದು. ಯಾರು ದಿನ್ಯಾಪುನ್ನೇ ಕೊಂಡು ಪರಿಸರದಲ್ಲಿ ಕೊಂಡು ಪರಿಸರದಲ್ಲಿ ಇದ್ದಾರೆ ಅವರಿಗೆ ಸಾಧ್ಯವಿದ್ದಷ್ಟೂ ಕೆಲವ ಕೊಡುವುದಕ್ಕೆ ಪ್ರಯತ್ನ ಮಾಡುತ್ತೇವೆಂದು ಹೇಳಿತ್ತೇನೆ.

† **SRI K. PUTTASWAMY** (Minister for Law, Labour and Parliamentary Affairs).—Sir, yesterday, the Hon. Chief Minister promised to make a statement on the adjournment motion raised by Hon'ble Member Mr. Sayanak. On his behalf I am making the following statements:—

The students of Lingaraj College, Belgaum came to the College on 24th January 1969 as usual, but, did not enter the classes at 11 A.M. The Principal of the College, therefore, suspended the classes for 24th and 25th January 1969. The students thereafter came out of the College Campus in groups and moved in different directions. It is not true that the students took out a procession on that day.

On 25th January 69, a complaint was received from a gentleman that his car was stopped by students near the Medical College on 24th January 1969 and that some minor damages were caused to the car. A case under sections 147/336 and 427 IPC has been registered in the Belgaum Rural Police Station Cr. No. 8/69. The investigation in this behalf is in progress. The damage caused to the car is estimated at Rs. 70.